

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. VI.

RIO DE JANEIRO, OCTOBER 5TH, 1879

NUMBER 25

OFFICIAL DIRECTORY

AMERICAN LEGATION.—Hôtel des Etrangers.
HENRY W. HILLIARD,
Minister.
BRITISH LEGATION.—Hôtel des Etrangers.
FRANCIS CLARE FORT,
Minister.
AMERICAN CONSULATE GENERAL.—No. 9, Rua do
Vicente de Lencastre.
THOMAS ADAMS,
Consul General.
BRITISH CONSULATE GENERAL.—No. 1, Rua do
Alfândega.
GEORGE THORNE BICKET,
Consul General.

CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Elevador da Velha. Services
at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday.
FREDERICK YOUNG, M. A.,
Rector.
PRESBYTERIAN CHURCH.—No. 14 Travessa da Bateria.
Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,
p. m., every Sunday; and at 1 o'clock, p. m., every
Thursday.
JAMES T. HOUSTON,
Pastor.
METHODIST CHURCH.—No. 175, Rua do Cais. Ser-
vices in English at 11 o'clock, a. m., on Sundays, and at
7:30 o'clock, p. m., Fridays.
J. J. RANSOM,
Pastor.
SAIORS MISSION.—65, Rua da Saude, and floor. Ser-
vices at 2 p. m., every Sunday.

PINHEIRO & TROUT
SHIP-CHANDLERS & GROCERS
107, RUA PRIMEIRO DE MARÇO.

HOPKINS, CAUSER & HOPKINS,
General Hardware Merchants.
BIRMINGHAM, ENGLAND.

DULLEY, MILLER & BRUNTON,
IMPORTERS & COMMISSION
MERCHANTS.
SANTOS and SÃO PAULO.

CAFE COSMOPOLITANO
SALOON FOR FAMILIES
3—RUA DA ALFANDEGA—3

MABIE TODD & Co's
GOLD PENS
HORLOGERIE DE LA BOURSE
1, RUA D'ALFANDEGA

PALM & ALLEN,
SHIP-CHANDLERS.
5—Rua Fresca—5
RIO DE JANEIRO.

CARSON'S HOTEL.
160 RUA DO CATTETE
WM. D. CARSON, Proprietor.

JAMES E. WARD & Co.
General Shipping and Commission Merchants
113 WALL STREET
NEW YORK

RUBBER HAND STAMPS
For Merchants, Bankers, and for all business purposes, are
taking the place of every other kind of hand stamp.
For marking clothing, labels, etc., when indelible ink.
The Consecutive Rubber Stamping Stamp for Bank and
Office use.
Monograms, autographs, etc., made to order.
S. T. LONGSTRETH, Manufacturer.
47 Rua 1^a de Março, RIO DE JANEIRO

AMERICAN BIBLE SOCIETY
A. L. BLACKFORD, Agent
48 RUA DO OVIDOR
Family Bibles of various styles and sizes, in English
and other languages.

DR. ANDREW J. INGLIS
AMERICAN DENTIST
May be found in his office, Rua do Ovidor, No. 48, from 9
a. m. until 4 p. m. Established upwards of twenty years in this
city.

**NEW-YORK AND BRAZIL
EXPRESS**
Receive and forward parcels to and from Rio de Janeiro
and New-York.
Office in New-York, No. 30, Bowling Slip.
Office in Rio de Janeiro, No. 47, Rua 1^a de Março.

**THE "ALDINA" BOOK
AND
JOB PRINTING OFFICE.**
No. 81, Rua Sete de Setembro.

All kinds of Book, Newspaper and Job Printing carefully
and beautifully executed, and at the lowest prices.
Special facilities for English printing.
The office is fully equipped with the latest and best type of
American manufacture and is in constant receipt of the new-
est and best material and styles of work.

THE RIO SÃO FRANCISCO.

The following communication from the
commission now examining the upper São
Francisco will give our readers a good idea
of the character of that great river and of
the country through which it runs. As the
commission had just entered upon its work,
the subject is dealt with in general terms
rather than in detail.

ATALMA, Pernambuco,
September 7, 1869.

The Rio São Francisco is now at a low stage,
it having fallen in places to within one and
one-half or two feet of its extreme low water
of last season, and is still gradually falling.
All the tributaries that have been crossed up
to this place are dry, and the daily evaporation
and the natural, constant lowering of
the supply from its sources necessarily re-
duces the volume of the flow here, and at
all points along the stream. There has been
no regular flowing water in the large tribu-
taries, we are told, for over three years, yet
it is obvious from the water marks that at
times they discharge large volumes of water.
There is, however, at the very lowest stage
of the river, an immense quantity of water
passing to the sea.

The important favorable feature of the
upper São Francisco is its abundant supply
of water, even in the very driest seasons.
In times of great floods the river rises at this
place about thirty feet. At such times there
is a volume of water at least half a mile
wide with an average depth of about forty
feet, and running at the rate of not less than
four miles an hour—or, in round numbers,
a flow of not less than thirty-seven millions
(37,000,000) of cubic feet. If the low-
water flow is only one-tenth of the high-
flow, it will still be a very large volume.

The falls of the Paulo Afonso though
unlike the falls of Niagara, presents some of
the same general characteristics. In a
distance of less than one mile the fall is
250 feet; in forty miles on this part of the
river it is 500 feet, and in 147 miles it is
755 feet. The quantity of water now pas-
sing is only about one-eighth of the quan-
tity which rushes over this great fall during
the rainy season. At such times the scenes
viewed from different points along the falls
must be surpassingly beautiful and grand.
The Paulo Afonso would be far more diffi-
cult and costly to overcome by a canal and
locks than Niagara. The latter, though
carefully surveyed by the United States gov-
ernment about forty years ago, still re-
mains undisturbed by man's improving
hand. The government of Brazil has adopted
the proper plan of passing the most difficult
portion of these falls by a railroad, 72 miles
long, now under construction.

We have as yet seen too little of the upper
São Francisco to form any opinion in re-
gard to the mode or modes of improving its
low-water navigation. At the "Redonda"
rapids, the only one between Jatoibá and
Ataibo, the main channel has a good width
and depth, the only trouble is occasioned
by the swiftness of the current, which ren-
ders it somewhat difficult for loaded enos to
ascend. Properly-constructed, stern-
wheel steamers can ascend it easily. Above
here navigation is excellent for a distance of
four leagues to the "Itacurua" rapids, where,
according to Halfeld, there is ample depth
with a current of three miles an hour,
which should offer no material obstacle to
steamboat navigation. Above these rapids,
the navigation is free for eleven leagues to
the "Cachoeira do Vão", at the island of Sorobá.

The "Cachoeira do Vão" and the series
of falls and rapids for a distance of about
two leagues are not so formidable as we
expected to find them. These falls are
pronounced by engineers Halfeld and Krauss
to be the most difficult on the upper São
Francisco. There is no low-water stream-
boat navigation over them at the present
time, but with the large quantity of water
always at command it is certain that a fair
canal for steamboats, without locks, can
be made there. Were there a body of
water only equal to the low-water flow of

the Ohio river, these rapids could not be
made navigable in low water without the
aid of locks.

The great superiority of the Ohio for
navigation, for two-thirds of the year, with
a less quantity of water, arises from its
comparatively slight declivity, averaging only
about six inches per mile between Pittsburgh
and Cairo, and twelve inches per mile be-
tween Pittsburgh and Wheeling. In 945
miles of the upper São Francisco the river
falls 1,087 feet, so that the declivity averages
1.15 feet per mile, of considerably more
than double the average declivity of the
Ohio. But on its first 177 miles, the São
Francisco falls only 141 feet, or nine and
one-half inches per mile, which is less than
the declivity of the Ohio above Wheeling.
On the next 429 miles, it falls 462 feet, or
thirteen inches per mile; but this includes
some greater rapids than are in the Ohio,
except the one at Louisville where locks are
used.

If there were the same quantity of water in
the Ohio that is in the São Francisco during
its low stages, its navigation would be open
all the year, except when obstructed by ice.
At the junction of the Rio das Velhas with
the São Francisco, over eleven hundred
miles from the sea, the minimum quantity
of water in dry seasons is six times the min-
imum quantity at Pittsburgh, 967 miles from
the mouth of the Ohio.

Most of the rapids in the upper Ohio
consist of beds of gravel, while on the São
Francisco the beds are of solid rock. In
great floods the São Francisco becomes
muddy like the Ohio when in flood, and from
the same general cause—the denudation of
the alluvial portions of the valley and river
banks by rain. The channels for the pas-
sage of canoes and barges on the upper São
Francisco are in general more permanent
than are those of the upper Ohio, though
the sand-bars of the São Francisco shift
somewhat in different floods. For five hun-
dred miles continuously, the São Francisco
is freely navigable for vessels of five feet
draft, or more. Above and below this
stretch of open river, improvements are
needed at the rapids, although canoes pass
everywhere excepting at the great falls of the
Paulo Afonso.

There is one distinctive characteristic of
the São Francisco—a daily wind blowing up
the river sufficiently strong to carry larges
and canoes against the average river cur-
rents. On the lower São Francisco sails
are used on all the barges and canoes, great
and small; but, strange to say, heretofore
miles farther up the river sails have never
been used. This part of the valley, how-
ever, has less river trade than any other
portion. A few hundred miles above much
larger canoes and barges are used than here.

It is easier to compare the two rivers—the
Ohio and the São Francisco—than it is
to compare their valleys, the features are so
entirely different; climatical, geological,
botanical, zoological, and meteorological.
The upper part of the upper São Francisco
we have not yet visited, but with the maps
of Halfeld's and Krauss' surveys and the
descriptions and explanations of those who
have seen the entire valley, a good judgment
of the whole can be formed.

The distinctive characteristic of the valley
for hundreds of miles is its deficient rain-fall.
It rains; but not as it does along the valley
of the Ohio where suffering from drought is
comparatively unknown. Even if it rained
similarly, the effect would not be the same
on account of the radical difference of cli-
mate. Here this entire valley is in a tropi-
cal region, ranging from 10° to 20° south
latitude, while the Ohio is in the temperate
climate zone to 38° to 40° north latitude.
Here the evaporation, nearly at all times,
is enormous; an ordinary rain will scarcely
create flowing water, and a few hours of
sunshine dissipates the moisture on the
surface. The side streams as far as we
have ascended the valley, which elsewhere
might be tributaries to the main stream, are
entirely dry; and sometimes, in great droughts
such as they now have, they are without
flowing water for several years. The main

stream, however, ceaselessly continues car-
rying through this large valley a vast volume
of pure water which to this date has been
used only for very limited navigation, and
for the domestic needs of the people settled
along its banks. There is scarcely any simi-
lance between the valleys of the Ohio and
the São Francisco either naturally or in
regard to the improvements made by the
hands of men.

There is a semblance, however, between
the lower Nile and the São Francisco, arising
from climatical resemblances. Along the
lower Nile it never rains, the sun has great
power, the soil is sandy and thirsty as it is
here, and for fifteen hundred miles above its
mouth there is no tributary adding to the
flow of the main river. There is a differ-
ence too, for here the side streams during
the rainy season sometimes pour great floods
of water into the parent stream; but this
difference is more in name than in any
substantial beneficial effects, for almost as
soon as the rains cease the tributaries cease
to flow, not having sufficient areas of ele-
vated mountains to furnish a liberal supply
for any considerable length of time. Many
of the ranges, called mountains, along this
part of the valley are only a thousand feet,
or less, above the river, and on both sides
they are merely long, gently undulating
plains. The whole country along this part
of the valley is a sort of plateau; not flat,
but laid out into rolling hills and valleys,
whose characteristic is dryness and a com-
paratively limited vegetation.

It is not, therefore, precisely like the valley
of the lower Nile, because there vegetation
does not naturally exist save only where the
ground may have been watered by the river,
and all agricultural products depend solely
upon irrigation. Here the inhabitants who
live along the river have a small amount of
marginal cultivation on the alluvial slopes
of the banks, after the subsidence of the
annual floods. However fertile the soil
may be upon the tops of the banks, a
few feet higher, it remains without cultiva-
tion because it can not be worked profitably
without irrigation, and the people have not
yet reached that point.

But here again is another difference. The
immediate valley of the Nile lies low, and
large areas are subject to yearly inundations
which bring them fertility. Here for the
most part, the top margins of the sloping
river banks are as high, or higher, than the
greatest floods of the present day, and the
people, contented with very little, are sat-
isfied to cultivate the narrow sloping banks
on a small scale without artificial irriga-
tion. At the same time, they pasture some
cattle, sheep and goats in the scrubby or scat-
tering woods, a little way back from the
river.

These characteristics of the São Francisco
valley, the marginal cultivation without ir-
rigation aided by inland pasturage, are
absent along the lower Nile; they are ad-
vantages which nature has conferred upon
this region through the rains which usually
occur here, but which do not occur along the Nile.

The trees of the scrub are mostly small,
and the cactus, here a tree sometimes a foot
or more in diameter and thirty feet high, is
quite as abundant as any other. The soil
is, for the most part, sandy or gravelly,
though it varies in different localities. In
some of the gentle valleys a few miles back
from the river, earthen dams have been
thrown across which store large quantities
of water during copious rains. These serve
to keep the people and their cattle, sheep,
hogs and goats supplied during the dry
time, which is a large portion of every
year.

Irrigation in the valley of the São Fran-
cisco, though not indispensable for a sparse
population, will be found necessary for its
proper, substantial development. There
are areas of good soil in many places begin-
ning at the highest part of the alluvial de-
posit and extending back with a very gentle
ascent for half a mile or more, which admit
of irrigation from the river. The circum-
stances being different, it cannot be done in

precisely the same manner which prevails
in lower Egypt, but there is an enormous
wind-power for pumping going to waste, as
also an unsurpassed water-power at the
rapids of the river. With an abundance
of water at command, small irrigating canals
of almost any descent that may be desired,
can be made, into which the water can be
pumped at intervals and allowed to flow
into the distributing ditches. The people
in general who are now here, can not, or
will not do this, for two reasons: one, that
they are scarcely able; the other, that up to
the present time there has not been sufficient
inducement to raise much more than the
moderate amount needed for each family,
their natural outlet to the markets of the
world being broken by the impassable falls
of the Paulo Afonso. Had there been a
smooth navigation to the sea instead of these
falls and rapids, enterprising men would
probably have entered this valley and in-
troduced improvements of various kinds;
but hitherto there has been no adequate in-
ducement for such men to settle here.

If the two navigations—the upper and
lower São Francisco—at present as distinct
and separate, and almost as remote to each
other as the antipodes, are connected by a
railway, and the upper navigation is im-
proved so as to accommodate and cheapen
the river transit, there will be some induc-
ment to develop the capabilities of this
extensive valley. Certainly, in the absence
of these facilities, they never will be fully
developed. Even with them the process
will be comparatively slow because the
climate is almost too warm to entice men
accustomed to temperate regions to locate
here, unless they can have good assurance
of certain and liberal returns upon their
money and labor. Such assurance experi-
ence shows will carry men and money
almost anywhere.

Undoubtedly there are large areas in the
great valley of the São Francisco which are
not and never will be arable; but there are
other large areas which need only water to
make them yield abundantly with proper
cultivation. Probably there has never yet
been any regular farming in this entire
region. It is doubtful whether a plow has
ever been brought into the valley, certainly
not along this portion of it. Irrigation from
the river for a distance of more than a
thousand miles, even on an average width
of one mile, would give one thousand square
miles, or 640,000 acres, which divided into
eighty-acre tracts along the river, would
make 8,000 farms. At present the little
patches of cultivation along the sloping banks
are so small and comparatively insignificant
as scarcely to be worth counting by acres,
or as anything more than annual gardens
for eking out provision for each family.

The irrigation of even half a million acres
of productive soil along the margin of the
river should lead to a considerable surplus
for exportation, and this of course would
in turn augment the importation correspond-
ingly. Other industries would also spring
up in consequence of improved facilities of
transportation.

Very little, it seems, has yet been at-
tempted away from the immediate river
valley toward developing the natural re-
sources of this part of the country. It is
not yet known what may be accomplished
by intelligent, well directed labor; and it
never will be known unless a suitable and
cheap commercial highway can be secured
by the improve ment of the river and by
making the best connection with tide-water
that the case will admit—which is by the
railway now under construction around the
falls of the Paulo Afonso.

It is said that the valley is more fertile
and has a better climate for agriculture far-
ther up the stream. There are reasons why
this should be so. The upper valley is ten
degrees farther from the equator and is more
elevated; that should make the climate
more equable. It is a thousand miles nearer
to the mountain sources, that should give
it a better supply of rain, more available
water for agricultural purposes from tribu-
tary branches and springs, more extensive
forests. It should be more nearly allied to the
characteristics of the temperate zone. That
region heretofore has had very little to en-
courage enterprise, excepting that appertain-
ing to gold and diamond mining; and this
sort of industry, of itself, never did and
never can develop any country. Whatever
may be its natural capabilities, there has
been thus far very little if any inducement to
develop them.

THE RIO NEWS

PUBLISHED MONTHLY

on the eve of departure of the American packet, the French packet of the 15th, and Royal Mail packet of the 24th, of the month.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the week, a table of freight and charter, and all other information necessary to a correct judgment on Brazilian trade.

TERMS:

(Cash invariably in advance)

Subscription for one year in Brazil, \$20.00
do for six months, do 10.00
do for one year in the United States, \$25.00
do for six months, do 12.50
do for one year in Great Britain, £4.00
do for six months, do £2.00

Subscriptions now received to the 1st. of January, 1879.

All advertisements must run with the calendar year.

Back numbers supplied at this office from April 1st, 1879.

Subscriptions and advertisements received at the office of O. Rios Almeida, at Rua do Ouvidor de Mar.

PUBLICATION OFFICE:—5, Rua de São Sebastião.

Agents for the United States: C. M. CULLOCK, BECKER & Co.

41 Wall Street, New York

RIO DE JANEIRO, OCTOBER 5TH, 1879

WE GIVE in another column the reply of the prime minister, Conselheiro Simbú, to the various inquiries addressed to him on the subject of Chinese immigration. The speech is one of more than ordinary interest at this time, not only because of its partial exposition of the government's policy in relation to introducing the Chinese into Brazil but also because of its expression of a clearly-defined purpose on the part of the government to use this element to bolster up the decaying great proprietorships of Brazil. Notwithstanding our respect for Conselheiro Simbú and our belief in his sincerity in this matter, we must beg leave to differ with him in regard to the policy of introducing the Chinese into Brazil. These people will come only as a servile element of labor, an element that will bring unmeasured disaster to the prosperity of the country. In ringing terms here, the government will simply be prolonging the evils now afflicting us.

DECRETO No. 2,853, of May 10, 1879, approving the alteration made in decree 6,729, of November 10, 1877, was published yesterday. It concedes a subsidy of 200,000\$ per annum to John Roach & Son for the establishment of a monthly line of steamers between Rio de Janeiro and New York, and names S. Thomas, Park, Maranhão, Pernambuco and Bahia as intermediate ports. This seems to settle the matter as far as the Brazilian government is concerned. The exertions of some interested parties in securing the services of this line for the port of Maranhão, in opposition to every dictate of common sense, has prevailed; and the government now proposes to compel these steamers to call at that dangerous port to deliver a few letters and accommodate its petty two-and-six-pence foreign trade. There is no other characterization of this shameful, log rolling transaction than downright bad faith. Under the original contract, which Messrs. Roach & Son accepted, the port of Maranhão was not included. Large and expensive steamers were built in accordance with the specifications of the Brazilian government, and the service was begun. Under the dictation of the Senate the government now proposes to compel a dangerous and unremunerative service which the steamship company would not undertake at first and can not undertake now. The reasons have been given again and again, but to no effect. The commission which dined at that port has decided that the steamers can enter, the Maranhão delegation says they must enter, and the government yields. As Mr. Roach cares quite as much for the ability to leave as to enter, he will undoubtedly refuse to go there. In fact, the superintendent of the line has already notified this government that the alteration in the agreement will not be accepted by the company; and this final act of the ministry amounts virtually to a rescission of the contract. In view of such a contingency, the superintendent of the line has expressed his determination to throw up the contract, and to perform thereafter only a direct service between this port and New York. The Maranhão people will then have the satisfaction of doing their neighbors a great injury in order to realize for themselves a very slight benefit. More than that, they should know that they have led the Brazilian government into an act of bad faith, which foreign capitalists will not soon forget.

THE SECOND reply to the charges made against the S. João d'El-Rey company for illegally holding a large number of blacks in slavery has appeared, and is quite as unsatisfactory as the first. It is largely, very largely devoted to the establishment of its legal right to hire the slaves of other parties—a point which has been contested; neither in these columns nor in the debate on this question in the Chamber of Deputies. These points are purely and simply side issues which have no bearing whatever upon the grave charge which has been made against the company. The only question which now interests the public relates to the present status of the Cata Branca blacks—why does the author of this second defense say "Cata Preta" instead of "Cata Branca"?—and that settled, the subsequent question of a just settlement of all legally-established claims will naturally follow. We are pleased to notice, however, that this second defense offers two tangible reasons why these blacks are still held in slavery: one, that they are so held under the "contract" of 1857 which "superseded and changed" that of 1845; the other, that "in both the contracts the slaves in question were not parties, but were merely objects of these contracts, wherefore they can not invoke the alleged right to their freedom." To the first—and we fear that the author of this defense has become somewhat entangled in his case either through ignorance of the document referred to, or through an unwise presumption that it was unknown to us—as to this, we have only to call attention to the so-called agreement itself. It is an unsafe policy to refer to imaginary or fragmentary documents as evidence, and as this is the first time that the company has based its defense upon the "contract" of 1857, and as it was not produced before the judge at Sabará nor filed in the *autor* for manifest reasons, we will endeavor to supply the deficiency by giving it entire.

WHEREAS it is the practice of the S. João d'El-Rey Mining Company to enslave a given number of their negroes annually,

It is hereby mutually agreed between the directors of the said company and the directors of the Brazilian Company, that a like number of the negroes belonging to the last-named company, shall from the date hereof be likewise annually liberated, without prejudice to the agreement subsisting between the two companies dated 27th day of June, 1845.

Dated, London, 28th day of July, 1857.
R. HICHES, Directors of Bras.
P. L. VAN ZELLER, zilian Company.

The italics are ours. It does not seem necessary to enlarge upon this point; our readers can readily judge for themselves just how far this instrument "superseded and changed" the contract of 1845. The other point—that which refers to the slaves as "objects," not "parties" in these contracts—is one which a humane man will feel little inclined to discuss. It is difficult to believe that any Englishman would seriously offer such a defense, even were it justified in law. If it be true that the object of a contract can not appeal to the courts for the enforcement of those provisions of the instrument relating to himself, then all the statutes relating to the emancipation of slaves in Brazil are futile. We can not conceive a more unjust provision of law than the hypothetical one upon which this strange defense is made. We do not believe that the defendant of the Morro Velho company is quite prepared to carry this argument to its logical conclusion by excluding the "objects" of all legal instruments, such as contracts, wills, deeds, etc., from full and free recourse to the courts; and if not, then it must be his intention to place the slave in the same category with horses and mules—a position which is radically antagonistic to the civilized sentiment of the day, and to the social and political institutions of Brazil. In continuation of this subject we shall shortly call attention to other cases, as the "Morro das Almas" slaves, where hired blacks have been kept in illegal slavery by this same company.

The Bishop of Pará has taken an uncompromising stand against the Nazareth *festa*. The directors of the civil life, however, announce a subscription of 7,198 and it is confidently asserted that it will be more brilliant and impelling than in any previous year.

A correspondent of a provincial paper in São Paulo, writing from Foz de Iguaçu, says that Major Vicente de Oliveira Trindade e Mello, living in the parish of S. Sebastião do Tijoco Preto, has discovered a large mine of coal on his fazenda. He carried specimens to Foz de Iguaçu where it was pronounced to be of a superior quality. For the sake of a change we trust that the "find" is a genuine one; the fictitious "find" of coal have become distressingly frequent all over the empire.

LEGISLATIVE NOTES.

—The General Assembly has been further prorogued to the 15th of the present month. It is evident that the prime minister, Conselheiro Simbú, was decidedly in earnest when he remarked in his reply to an interpellation on the 24th ult.: "The ministry is seriously pledged to the realization of electoral reform; it is one of the principal measures of its program; or rather it is its principal programme. It is disposed to employ all the means which the law and the constitution afford to see this realized. I have already said, and again repeat, that it is the intention of the government to employ all the constitutional means at its disposal to the end that the sessions of parliament shall not be interrupted before the solution of this great question."

—The Senate has accomplished considerable work since our last issue, the approach of hot weather, the announced purpose of the government to continue the legislature until the present month is done, and the cautious character of these prorogued sessions, all acting as a spur to its industry. The project for the appointment of a commission to examine into the management of the national finances, during the recess of the General Assembly, and report at its next session, received a favorable report on the 22nd ult., but with an amendment making the commission permanent and requiring reports at all sessions. On the same day the Chamber bill granting tariff exemption upon building materials upon the proposed new edifice for the Portuguese library and museum received a favorable committee report. The Amazon railway bill has continued to be the subject of discussion, with the monotonous rehearsal of the new *well worn* *pro* and *con*. The treasury estimates have been under lengthy discussion, and passed to the second reading on the 24th. The supplementary credit for the new *chamber* passed on the 24th, with the Chamber amendments. The army bill has passed its third reading. The navy bill passed its third reading on the 30th and was sent to the Chamber for concurrence. An interpellation was made on the 25th in relation to the admission of the newly-elected senator from Espírito Santo, to which the committee responded that it had not yet finished an examination of all the papers. On the 26th the bill granting a supplementary credit for the Chinese mission was the subject of a favorable committee report, and the question has since been under discussion and passed to its second reading. Thus far, there has been little opposition to it in the Senate, and the bill will undoubtedly pass at an early day. Senator Silveira Lobo's project for the suspension of the Paralytic senatorial election received an affirmative committee report on the 26th, but with so hesitating a statement of the case as to throw strong doubts on its legality.

—The report of the Senate budget committee on the general revenue of the empire for the year 1879. So was presented on the 27th ult. In the government estimates the total receipts were placed at 102,800,000\$, a sum largely below the ordinary expenses of the public departments. During its consideration in the Chamber this sum was increased to 117,073,000\$ through a very general "marking up" of the items, and the creation of some new sources of income. This increase, however, comes from the hands of the Senate committee in a greatly reduced form, and the total amount recommended now stands at 114,808,000\$, which leaves an estimated surplus over the reduced expenditures of 370,035\$. Among the items from which the committee proposes to realize this increase over the official estimates are: import duties, dispatch of free goods, warehouse tax, dock tax, post office, Dom Pedro II railway, telegraph messages, stamp tax, tax on property transfers, business and professional licenses, sale of government property, transportation tax, and an additional tax on slaves. As the budget has been already quoted in many particulars from both the original and the Chamber bills, it will undoubtedly occasion considerable discussion and further changes before its final adoption, at which time we shall give a *resumé* of it as passed. Subsequent discussions the minister of finance has accepted some of the committee's alterations, and rejected others.

—In view of the fact that the General Assembly is now working in sessions extended from day to day by the government, the daily *resumé* of the law accomplished in the Chamber has become conspicuous because of its monotony. Some idea can be obtained from the fact that no sessions were held on the 23rd, 24th, 25th, 26th, 27th, 29th ult., and 30th ult. In the three sessions since our last report the Rio de Janeiro gas contract has been under discussion and has passed to its second reading. Saldaña Marinho has succeeded in bringing his bill for the secularization of cemeteries into discussion where it has passed to its second reading. On the 30th ult. Joaquim Nabuco called the attention of the Chamber to the fact that no response has yet been made to his interpellation on the Morro Velho case. He urged that these blacks were held in illegal slavery, and it was therefore urgent that the government should attend to this interpellation.

—The project for extending public aid to agriculture passed its third reading in the Chamber on the 22nd ult. The project provides for the establishment of a bank, law of Nov. 6, 1875, authorized to loan money on mortgage security on these conditions: the rate of interest shall not exceed seven per cent; with redemption varying from five to sixty years; the establishment of branches in various provincial cities is optional, but subject to certain conditions, a reserve shall be established from a fixed percentage of the net profits; the duration of the bank shall be 99 years; loans may be made upon city property during the first five years to the extent of one fifth of its capital, after which this class of loans shall cease unless the government shall extend the time five years more at the end of which term the loans shall be confined exclusively to rural property. If the government shall fail to enroll this bank within one year from the date of this law, it is authorized to concede a guarantee of six per cent. interest upon private banking associations

upon the following conditions: the total capital for which the government assumes responsibility shall not exceed 50,000,000\$, distributed as follows, in Rio de Janeiro 15,000,000\$, Bahia 10,000,000\$, Pernambuco 10,000,000\$, São Paulo 7,000,000\$, Maranhão 5,000,000\$, Minas 3,000,000\$, the dispositions of the law of Nov. 6, 1875, shall be applicable wherever possible; all transactions shall be made in current money of the country.

—The finance committee of the Chamber recommended on the 29th that the government grant exemption of duties on all books, maps, models, and scientific instruments imported by the Cametá literary society in the province of Pará. The measure in itself is an excellent one; but why not make it general? Why keep a law on the statute books which necessitates constant appeals to the legislature for exemption from its stringent and unwise provisions?

PROVINCIAL NOTES.

—Hail storms are reported from Paraná.

—Low water is reported from the Peruvian Amazon.

—Fires on a small scale are reported on the lower Amazon.

—The city of Manaus is to be lighted "by the globe gas" system.

—Two counterfeiters have recently been arrested in Rio Grande do Sul.

—The recently established tramway line in Campinas is said to be meeting with flattering success.

—The city of Pernambuco is seeking capital, through the means of a loan, to carry on various public works.

—The Manaus custom house receipts during the month of August were 8,238\$, and the internal revenue receipts were 60,344\$44.

—A movement is now on foot in Pará for the organization of an art and industrial exposition. The scheme is meeting with much favor.

—The president of Rio Grande do Norte has called an extraordinary session of the provincial assembly to meet on the 10th inst.

—The *Constituinte* of São Paulo reports an attack by Indians upon some laborers on the Batavia river, resulting in the death of three of the latter.

—The Misericórdia brotherhood of São Paulo are proposing to erect a new edifice in that city. Different plans are now under consideration.

—Late advices from Manaus report the arrival of Dr. Edward S. Rand and Mr. Ernest Morris, who are making explorations of the upper Amazon.

—Late advices from Goiás report incursions of the Cayapós Indians into Rio Realto, where they have done great damage to some of the fazendas.

—Late reports from the island of Fernando de Noronha state that the harvest is abundant, and the rains since July have given favorable assurances of the future.

—On the 5th ult. the American ship *Antelope* from San Francisco, called at the island of Fernando de Noronha to repair some slight damages. She sailed for Liverpool on the 9th.

—The number of deaths from small pox in Fortaleza from August 2, 1878, to August 31, 1879, reported to the authorities, was 27,116. The disease is now declared to be extinct.

—We learn from the *Comunicado do Amaraes* that the English steamer *Thetonia* has run aground in the Malleira river, and that, owing to the falling of the river which has left the vessel almost on dry land, she can not be extricated until next year. The *Thetonia* has a cargo of about 600 arrobas of rubber.

—At a meeting of some prominent citizens of São Paulo on the 6th ult. the preliminary steps were taken toward the organization of an association for the establishment of a colony which shall devote itself to the culture of cotton on a large scale. The enterprise receives the hearty support of the Paulista press.

—The president of Paraná, who is now visiting various parts of his province, reports that the emancipation of the Nova Itália colony is an accomplished fact. He speaks of this colony as having good roads, lands generally fertile, considerable culture principally of sugar cane and corn, and markets near at hand.

—The American brigantine *Katie*, Captain Partridge, called at Fernando de Noronha on the 16th ult. The captain brought letters from the Brazilian minister to the United States asking that he might be permitted to inspect the islands of this peculiar colony. The request was granted and Captain Partridge remained until the evening of the 18th.

—The Dutch brig *Wilhelm van der Woort*, Captain Jaski, from Glasgow with a cargo of machinery, etc., was wrecked on the Aracajá (Ceará) bar on the 30th of August. The disaster was caused by the wind dying out just as the vessel was crossing the bar, leaving her to the mercy of the current. It is reported that the vessel and cargo are a total loss.

—Advices from Rio Grande do Sul report great damage along the shores of Lagoa dos Patos in the municipalities of Viamão, Capivari and Palmares, owing to an extraordinary rise of water in the lake. A strong southeast wind having prevailed for several days, the water of the lake was backed up at its northern extremity to a height of over nine feet. All the farmhouses along the northern shores suffered great injuries from the water.

—During the month of August the number of vessels crossing the Rio Grande bar inward was 40; outward 53. The nationality of the arrivals was, Brazilian 21; British 8; Dutch, Italian and Spanish, 2 each; American, Danish, German, Norwegian and Portuguese, 1 each. Of the departures there were Brazilian 20; British and German, 7 each; Danish and Portuguese, 5 each; French and Norwegian, 3 each; American, Dutch and Italian, 1 each.

—A fire broke out in the Itaipu (Minas Geraes) cotton mills a couple of weeks ago, and destroyed cotton and other property to the value of ten or twelve thousand milreis. The fire was caused by sparks blown through the ventilators from clearings that were being burned off in the vicinity. The owners of the mill might have easily prevented this accident by keeping a hose on the ground that could have been connected with the tank that supplies the turbine. Fortunately no serious damage was done to the machinery, and the mill will be at work again in a few days.

—The commission for studying the cane disease in Pernambuco has made an examination of the fields of the engenho Garapá which is one of those suffering most from this cause. Here it found the plant completely invaded. But few stalks were found which did not present the characteristic symptoms of the disease. The commission states that it found no signs of a degeneration of the cane itself, on the contrary it appeared to have grown vigorously up to the time it was attacked. The only explanation of the cause of the disease was found to be the larvae of lepidoptera, some of which were found at work, others in the chrysalis state.

—A recent letter from Uba, Minas Geraes, states that on the night of the 1st ultimo, twelve notorious criminals, nearly all murderers, escaped from the prison at that place. The prison is in a wretched condition and the police authorities are powerless in the matter, as the force is insufficient and the *delgado* and his assistants are fazendeiros living outside the place. It is the third escape during the present year. Considering the state of society in Minas Geraes, it is quite time that better provisions for enforcing the law should be provided, than appears to have been in Uba.

THE CATA BRANCA BLACKS

The Ouro Preto correspondent of the *Jornal do Commercio*, in his Minas Geraes letter of the 20th ult., devotes considerable attention to the Cata Branca blacks, now held in illegal slavery at the Morro Velho mines. Among other things he says:

As to the case having been taken up for the liberating of these slaves and its still pending in the courts of Sabará, what I know is in *resumê* as follows:

The guardian appointed for these slaves made a requisition for the deposit of the same, about 170. This requisition having been granted by the judge, the Morro Velho company proposed it. The judge having insisted upon the deposit, the company appealed to the court of appeals of this city (Ouro Preto), which sustained the decision of the judge, and directed the guardian to bring a suit in the form of decree 5133 of Nov. 13, 1872. This was more than a year ago, and up to this date, in spite of the fact that the case is a summary one, and involving the liberty of so many persons so long held in slavery, the affair is paralyzed. Detractors say that the guardian has become so *engolfado* that he will not do anything against the rich and powerful company. But this I cannot believe, not only because such an act would be an unqualified piece of meanness; and I must presume the guardian to be an honest man, but also because the honored judge of Sabará would certainly not be party to any such scandal. In the meanwhile the delay in the decision of this question has already surpassed all reasonable limits, and it is nothing more than right that the government should give it the attention and interest that the case merits and which it is exciting in public opinion. It would be well also for the Brazilian Legation in the capital of the empire to take some step in this matter. A legal proceeding representing a nation which boasts so much of philanthropy and humanity should not be indifferent to this subject. It is a matter of no less importance than the liberation of what remains of 385 unfortunate persons, who, by the violation of contracts, of English rights and of Brazilian laws, have been reduced to slavery by subjects of Her Britannic Majesty. This is a self-evident truth.

[We are glad to say that the British Legation takes the liveliest interest in this matter. We can assure the *Jornal* correspondent that the case stands in a very different light than when the previous, unsupported charges were made.—Eds. News.]

—The balance sheet of the Recife railway during the month of August is as follows: receipts, 58,385\$140; expenses, 33,774\$331. The number of passengers carried was 12,618, including 658 on government account. The traffic during the month amounted to 33,770 tons of baggage, 9,159 tons of freight and 385 animals. Of the freight, 26,3 tons were of sugar and 10 tons of cotton. The average receipts per kilometer were 307\$75; expenses 270\$670.

—The Washington correspondent of the *New York Journal of Commerce*, under date of August 28, says: "Rear Admiral Nichols, of the flagship Hartford, in a dispatch dated Montevideo July 13, brings to the notice of the Navy Department the gallant conduct of a boat's crew of the Spanish gunboat *Comandante*, Captain Ramon Martinez y Pery commanding. The American bark *Syra* was driven ashore in a furious gale on June 24, off Montevideo, having parted her chains, and was in a perilous position, the tug being unable to reach her. The boat from the *Comandante* was lowered at great risk to the lives of the crew and lines were carried to the *Syra*. Rear Admiral Nichols addressed a letter of thanks to Captain Pery, saying: 'Seeing the signal of distress and knowing therefrom that brother seamen were in peril, your brave people, at the risk of their lives, hastened to their succor and rendered invaluable aid. The severity of the gale and the heavy sea made it a perilous undertaking. nobly conceived and bravely accomplished by the men under your command. This gallant exploit serves to show the sympathy which directed the courage which executed it, characteristic in all eyes of the Spanish nation.'"

THE PRIME MINISTER
ON CHINESE IMMIGRATION.

In reply to an interpellation on the subject of introducing Chinese labor into Brazil, the prime minister, Conselheiro Sinimbu, addressed the Senate on the 1st instant in the following terms. As his address gives an official and lucid exposition of the position of the Brazilian government on this question, we reproduce it in full.

The noble senator from Paraná wishes to know whether the government can count upon the success of the mission which it is going to send to the celestial empire. I answer that in treating with a government like that of China, it is impossible to anticipate the result of the negotiation undertaken. The noble senator knows that by the isolated situation of that government, by its peculiar civilization, by the character of the people themselves, it is in general rather restricted in its relations with the peoples of the west. I cannot, therefore, tell beforehand what the result of this mission will be. I may, however, say this much, that the government has some reason for believing in the efficacy of the mission.

The noble senator has found, Mr. President, and with good reason, that the prohibition measures adopted in the United States to impede the progress of Chinese immigration are not applicable to this country. He cannot fail to recognize the difference in the circumstances of the two countries. In the United States opposition to the Chinese immigrant is justly founded upon a fact that may be turned to our advantage; that is, the European immigrant encounters a powerful opponent in the Chinese laborer, who is temperate, hardworking, patient, careful, and even intelligent. This laborer makes a dangerous competitor to the European laborer, who, though he may be more intelligent, has not the same habits of sobriety, from which lack there results a smaller enjoyment of the fruits of labor. The Chinese laborer being more temperate, receives a smaller salary and leaves a broader margin of profits to the proprietor, or to his employer. And this is exactly one of the reasons why we should desire him for our country. In a position like ours, in which agricultural methods are still so imperfect, in which we may say, man strength must supply the lack of intelligence and the imperfection of methods employed, we want laborers on small salaries; and this is what we have in the Chinese.

We have seen, Mr. President, that people like ourselves, descendants of a European race, but who are employed in the cultivation of intertropical products, in the absence of slave labor, have no other means of sustaining or increasing their production except by the use of the Asiatic laborer. I am aware of the fact that some persons think that the holding of property on a large scale ought to be subsisted by small estates, while others think the large plantations ought to be interested in getting out European colonists; and with their aid to begin their cultivation of their lands. This seems to me to be nothing more than an idle fancy. The European does not emigrate to America except in the hope, or almost, the certainty, of becoming a holder of property for himself and for his children. But should our system of extended cultivation go, dividing up the land with European immigrants, what would become of these proprietors? Naturally they would have to abandon agriculture, then what career would they follow? Either they must become very poor, or they must follow some branch of public life which even now is insufficient for those who do not follow agriculture. I understand then that Chinese immigration to this country is a necessity, and without it planting on a large scale will find itself very much embarrassed.

I have already said that I cannot guarantee the result of the mission. The government, however, before undertaking it, took the necessary precautions for knowing whether it could succeed. For this purpose we addressed ourselves to our legations in London and in the United States. As there were Chinese embassies of the first order in those countries, we thought it well to sound the feelings of the ministers of China, to find out if it would be an easy matter to open relations there. From both these embassies we have received hopeful communications. The one in London went farther. From a hint from our minister, it took upon itself to consult the Chinese government as to whether a mission from Brazil would be received, and in reply a telegram came saying that that government would not refuse to receive a mission sent by the government of his majesty the Emperor of Brazil. It is clear then that there is a well founded reason for hoping that our mission will be successful, as we are officially informed that there is no refusal to treat with us.

The noble senator from Paraná has asked whether I felt uneasy about the intrigues which have been carried on, especially by the Anti-Slavery Society, to bring Brazil into discredit in the matter of this immigration.

I would say to the noble senator that to me that is no strange document which this society addressed to the Chinese ambassador in London, in which it warned him that he should not facilitate negotiations with the Brazilian government because slavery exists in this country. But, Mr. President, I have no fears on this head and I ought to call to the mind of the Senate that there are probably still in this house some of the members who were in the legislature of 1843, who can bear witness to the truth of what I am about to refer to. When, at that time, the English consuls were meeting with great losses on the coast of Africa, and were finally convinced that by their own efforts it could not put a stop to slave commerce, there came to this capital an ambassador, Mr. Ellis, to treat with the government of Brazil, in order to obtain an extension in rendering the blockade of the African coasts more effective. Upon this occasion the offer was made on the part of the English government to the Imperial government for the introduction of sixty thousand coolies. I remember that the Marquis do Paraná, then minister of foreign affairs, convoked the Chamber of Deputies in the department of justice and laid the matter before it; but, whether for good or evil, the truth is, that their resolution was opposed to it and that this attempt on the part of the English government to introduce free laborers into our country, miscarried.

If then the English government at that distant day thought the introduction of coolies or Chinese immigration into this country possible, notwithstanding the existence of slavery, how is it that to-day, when slavery is about to be abolished, seeing that its doom is already sealed, she can place herself in opposition to this immigration through the manipulations of the Anti-Slavery Society? I do not believe it. I say further, that if the Anti-Slavery Society were inspired by sentiments of humanity, it should rather lend its aid to hasten this immigration, because, gentlemen, it is my opinion that those who most earnestly desire to hasten the end of slavery among us are those who endeavor most to induce laborers to substitute the element which is generally condemned. If the landholders of Brazil could easily obtain laborers on the same conditions as the Chinese, a pacable hardworking race, adapted to all sorts of labor, they would of themselves hasten emancipation. I do not believe though that the Anti-Slavery Society can frustrate the end we have in view.

The noble senator also wishes to know in what manner Chinese immigration to this country is to be effected. This point is not yet definitely decided; it depends upon circumstances. I may however say at once, that the government does not wish to take directly upon itself the introduction of these laborers; what it wishes to accomplish by the mission is merely to facilitate it. It is clear that the Chinese cannot come to Brazil with the consent of their government as long as they have no certainty of finding agents of that government here, who may look after their rights. The action of the Brazilian government then is only with the view of overcoming obstacles which may embarrass immigration. The manner of transporting these laborers, the conditions of embarkation, place of their residence and their transportation to the interior will all be determined by regulations, while the indispensable agents will be appointed to facilitate the execution of these conditions. This is the base upon which the government stands; leaving it however to private enterprise, and for the most part to the planters to establish methods for themselves for bringing this immigration about. I know that different companies, similar to those for the introduction of European colonists, have presented themselves for the importation of Chinese, and I am told that the planters wish to effect this importation on their own account. Some merchants here wish to incorporate a company with the landholders, have an interest, to bring about this immigration. Besides this, I know that a number of the ministry received propositions from some planters in São Paulo who wish to take this matter in hand. One society was already formed for this purpose, but if I mistake not, it has already fallen through, on account of not having realized the conditions of the contract within the specified time. The government does not wish to effect the transportation of these immigrants by a privilege. Its desire is to leave the matter open to free competition, and its idea is that the coming of these laborers should be advantageous both to themselves and to the planters.

I have treated this immigration spoken against, because it was thought that from it would result a degeneration of the races now existing in the country. But experience has shown that in the coming of two races, one superior and the other inferior, the latter is always ruled by the former. This is by experience in all countries. It may be added, too, that even should a large number of these Asiatic laborers come, it is clear that they always intend returning to their own country, carrying their love of their homes to such an extent as to stipulate that after death their bodies shall be sent back to their native land. This shows that their wishing to fix themselves among us, definitely is not to be feared. And even should they wish it, what harm can come to this country from it, a country with such an extent of territory? No harm can come from it, on the contrary it will be an advantage. The circumstances of our large labor system are well known. We should not trust entirely to the children of slaves. We ought to seek resources for the future, we ought to reserve our forces so that at a period not far distant we may successfully bring about the results which we all hope for, that is, the augmentation of the number of laborers.

AN ENGLISH GIRL wants a place with a family, by going to England as lady's maid or nurse maid. Good references. Apply at 47 Rua do Março.

FARMER, LITTLE & Co.

TYPE FOUNDERS,
DEALERS IN
ALL KINDS OF PRINTING MATERIALS,
PRESSES, &c., &c.
63 & 65 Beekman St. New York

Orders and correspondence solicited

ROYAL MAIL
STEAM PACKET COMPANY

Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES,
OCTOBER 1879

DATE	STEAMER	DESTINATION
Oct. 9	Nevada	Southern and Havre via Rio de Janeiro, Southampton, S. Vincent and Antwerp via London and Vigo.
15	Transatlantic	Same.
19	Minho	Same.
23	Transatlantic	Same.
27	Transatlantic	Same.
31	Transatlantic	Same.

* Approximate date.

For freight and passages apply to

E. W. MAY, Supt.,
Rua 15 de Março No. 49.

REED, CRANE & Co.

Shipping & Commission Merchants
PARA, BRAZIL.

J. P. REED & Co.
PHILADELPHIA AND NEW YORK.

R. HOE & COMPANY
PRINTING PRESSES.

OFFICE FURNITURE AND MATERIALS, ELECTROTYPING AND STEREOTYPING MACHINERY AND MATERIALS, CIRCULAR SAWS, &c., &c.

504 Grand Street and 31 Gold Street, New York

Orders for complete outfits received.

C. P. MACKIE & CO.

PHILADELPHIA, Pa., U. S. A.

Materials and supplies for

Railroads,

Street Tramways,

Plantations, and

General Engineering Work

Locomotives, Cars, Bridges, Turn-tables, Switches, Car fittings, tools and military equipment at large. Street cars, frogs and crossings, shop supplies. Machinery, engines and portable railroads &c. for sugar and coffee plantations, and mines.

Hydraulic machinery, and appliances. Estimates and Plans for special work furnished in application. All orders filled at manufacturers' own prices, and all work thoroughly guaranteed.

AGENTS IN BRAZIL

For the following manufacturers.

THE GILBERT & BUSH Co.

TRON, N. Y. U. S. A.

Railroad cars of every description, and of the best material. Street cars of the latest and most improved quality, and elegant designs. Special attention given to foreign work.

THE WHARTON RAILROAD SWITCH CO.

PHILADELPHIA, Pa., U. S. A.

Safety railroad switches, frogs and crossings. Street railway work of all kinds.

LEHIGH CAR WHEEL WORKS.

CATASAUQUA, Pa., U. S. A.

Chilled iron car wheels for passenger, freight and street cars. Chilled iron castings of all kinds.

EDGE MOOR IRON CO.

WILMINGTON, Del., U. S. A.

Light portable railways for plantations and mountainous districts. Railroad bridges and turn-tables.

H. K. PORTER & Co.

PITTSBURGH, U. S. A.

Light Locomotives for narrow gauge and plantation railways, of any gauges up to 18 in. cent.

Will turn any fuel.

HOOKS SMELTING Co.

PHILADELPHIA, Pa., U. S. A.

Trimming and fittings for railway and street cars. Tools and machine supplies of all kinds. Telegraph materials.

CULMER SPRING Co.

PITTSBURGH, Pa., U. S. A.

Railroad and street car springs of all descriptions.

THE WESTINGHOUSE AIR BRAKE CO.

PITTSBURGH, Pa., U. S. A.

Manufacturers of the Westinghouse Automatic Railway Brakes. Instantaneous stoppage of railway trains from any car, or from the engine.

GEO. K. TRYON, SON & Co.

PHILADELPHIA, Pa., U. S. A.

Anti-friction journal bearings for railroad and street cars and general machinery, of phosphor-bronze, babbit metal and brass. Bronze work of all kinds.

THE JOHN A. ROEBLING & SONS Co.

TRENTON, N. J., U. S. A.

Iron and steel girders, wire netting, telegraph wire, &c. Suspension bridges of all sizes. Manufacturers of cable for S. Thomas Inclined Plane.

THE HOLLY MANUFACTURING CO.

LOCKPORT, N. Y., U. S. A.

Constructors of water works, pumping, draining and irrigating machinery.

47 RUA DO GENERAL CAMARA

In connection with

C. McCulloch BEECHER & Co.

C. McCULLOCH BEECHER & COMPANY

Export and Commission Merchants.

41 AND 43 WALL STREET

NEW YORK

P. O. Box No. 2364

Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Railroad Supplies, Manure, Fertilizers, &c. Hardware, Dry Goods and specialties generally suitable for or adaptable to the requirements of that country, by furnishing reliable information regarding the special modes of preparing and packing merchandise, so essential to their profitable transportation there, and by means of their Rio de Janeiro house, bringing the American Producers and Manufacturers into direct communication with the Brazilian merchants.

ENGLISH BANK

OF

RIO DE JANEIRO

(LIMITED).

HEAD OFFICE IN LONDON

BRANCHES:

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

Capital, £1,000,000

Divs. paid up, £500,000

Reserve Fund, £75,000

Divs. special, £40,000

Draws on the London Joint Stock Bank and transacts every description of Banking business.

NORWICH UNION FIRE

INSURANCE ASSOCIATION

(Established 1797)

Accepts Fire Insurances of all descriptions at moderate rates.

AGENTS FOR RIO DE JANEIRO AND SANTOS

MEE, ALLEN & CO.

Commission Merchants

No. 66 Rua do General Camara

Rio de Janeiro.

PHILADELPHIA — 1876

EXPOSITION MEDAL

MARC FERREZ'S

BRAZILIAN PHOTOGRAPHS

M. Ferrez was photographer to the Geological Survey of Brazil and received a medal in Philadelphia for the views taken while in that service.

Brazilian scenery a speciality

88 RUA DE S. JOSÉ

C. T. DWINAL,

34 RUA DA QUINTANDA

Agent for the

"DOMESTIC" and

GROVER & BAKER

SEWING MACHINES

N. B.—Every article pertaining to Sewing Machines and their use constantly on hand.

LIDGERWOOD MFG. Co.,

(LIMITED).

Successors of

MILFORD & LIDGERWOOD,

Engineers, Machinists,

Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills.

GENERAL AGENCY FOR THE

SINGER SEWING MACHINE,

and

COFFEE-CLEANING MACHINERY.

No. 95, Rua do Ouvidor.

BLAIR IRMAOS & Co.

IMPORTERS OF

AMERICAN GOODS

Keep constantly on hand a stock of the following articles of American goods: Flax, white and fancy colored flannels, shirtings, blouses, silk and cotton thread, latest styles of ladies' hats, collars, cuffs and jewelry, fancy toilet soap, perfumery, laundry starch, improved washing compound, mangle, linens, bathing suits, pictures in glass, pens, writing materials, confectionery and Christmas candies in sealed glass jars, large, heavy, light shoe-polish, stationery, patent medicine. Hand sewing machines, umbrellas, brushes of all kinds, stationery goods, blank books, Faber's pens and pencils, penholders, rubber bands, paper cutters, printing presses. Kitchen stoves, carpenter's tools, plumbers' material, circular saws, saw blades, saw sets, chairs and office furniture.

43 RUA DA ALFANDEGA 43

RIO DE JANEIRO

UNITED STATES AND

BRAZIL S. S. LINE.

Carrying the United States and Brazilian Mail.

Performs a regular monthly service between New York and Rio de Janeiro, stopping at the intermediate ports of St. Thomas, Pará, Pernambuco and Bahia. The steamer of this line, 3,900 tons measurement each, are new and first-class in every particular.

Steamers will arrive and clear at this port as follows:

Steamer

Commander

Arrive

Depart

City of Paris

Capt. Carpenter

Sept. 28

Oct. 5

City of Rio de Janeiro

Capt. Lewis

Oct. 10

Nov. 5

City of Paris

Capt. Carpenter

Nov. 10

Dec. 5

City of Rio de Janeiro

Capt. Lewis

Dec. 10

Jan. 5

Free between New York and Rio de Janeiro, 2nd class \$17.50

General and Passage office,

WILSON'S SONS & Co., Limited.

No. 11 Praga das Marinhas.

C. McCULLOCH BEECHER & COMPANY

Import and Commission Merchants

47 RUA DO GENERAL CAMARA

RIO DE JANEIRO

Caixa no Correo No. 155

Receive consignments of American products, Machinery, Agricultural Implements, Railroad Supplies, Manure, Fertilizers, &c. Hardware, Dry Goods and specialties generally suitable for or adaptable to the requirements of that country, by furnishing reliable information regarding the special modes of preparing and packing merchandise, so essential to their profitable transportation there, and by means of their Rio de Janeiro house, bringing the American Producers and Manufacturers into direct communication with the Brazilian merchants.

COMMERCIAL BANK

OF

RIO DE JANEIRO.

Capital, £1,000,000

Subscribed, £1,000,000

Paid up, £393,000

Reserve fund, £57,813,456

Net profits divided, £80,154,941

1,397,688,447

This Bank draws on

The London & County Bank, London.

The Bank of Portugal, payable in Lisbon and in London.

The Bank of Brazil, payable in Oporto and in London.

The Comptoir d'Escompte, Paris.

Discounts, Treasury, Bank and Commercial Bills, receive money at interest in account current, and on bills at fixed rates, and transact every other description of Banking business.

CRANE & Co. Limited.

SHIP-CHANDLERS

No. 6 & 8 Rua do Belem (Near Custom House).

PARA, BRAZIL.

BALDWIN LOCOMOTIVE WORKS,

PHILADELPHIA, PENN.

(Established, 1839)

BURNHAM, PARKY, WILLIAMS & CO.,

Proprietors.

These locomotive engines are adapted to every variety of service, and are built according to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, &c., &c.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Agent for Brazil,

O. C. JAMES,

47 Rua 15 de Março,

Rio de Janeiro.

JACKSON & SHARP COMPANY

WILMINGTON, DEL.

Manufacturers of all styles and qualities of

Passenger, Mail and Freight Cars.

This establishment employs 1,000 workmen, and has furnished the cars for all the narrow gauge railroads in the United States and Cuba. The cars of the São Paulo and Rio de Janeiro railways, the Itaboraí, the Mogiana, the Niterói, and other narrow gauge railways in Brazil are from these well-known works.

CHAS. S. HOWLAND, JOH. H. JACKSON,